

SUPREME COURT.

Thursday, November 15th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT,
(CHIEF JUSTICE).

BILL OF LADING AGAINST A GEDOWN WARRANT.

His Lordship, the Chief Justice, delivered judgment in the trial of the issue between Khoo Teck Seng, a Singapore merchant, and the Hong Yui Bank, Des Vaux Road, Victoria, as to whose title to the proceeds of a sale of 550 slabs of tin, shipped to the order of plaintiff, should prevail. Mr. M. W. Slade, instructed by Mr. A. O. Holbrow (of Messrs. Deacon, Lockyer and Deacon) appeared for plaintiff, and Mr. H. E. Pollock, K.C., instructed by Mr. R. Harding (of Messrs. Ewins, Haxton and Harding) appeared for the defendant.

His Lordship said: In this case, I was disposed at the trial to have given judgment at once on the broad grounds that the plaintiff in the issue was the assignee of the Bill of Lading and that the defendant had obtained his title from a person who had no right to give such a title. But, in view of a statement of the importance which the case may have and in view also of the highly ingenious argument which Mr. Pollock advanced, I took time to consider. Five hundred and fifty slabs of tin deposited in the Hongkong and Kowloon Godown Company's godown having been claimed by two different parties, the Company took out an interpleader summons, and an issue was directed the two claimants being made plaintiff and defendant respectively. The tin having been sold by order of the Court the rival claims are now made to the proceeds of this sale. All questions as to the identity of tin deposited with that of the tin claimed by both parties were satisfactorily settled during the course of the trial.

On the bare facts of the case the question is simple: for one claimant is the legal holder of the B/L, the other only of the godown warrant. The B/L represents the actual goods, and is the legal title to them. In the words of Bowen, L.J., in *Stansfield v. Melan* (11 Q.B.D. 341) the delivery by endorsement of the B/L is the symbolical delivery of the goods; the godown warrant is not an absolute document of title, but no more than a document of title as between the holder and the godown company. As between the holders of these two documents therefore he who lawfully holds the B/L must prevail, and this irrespective of any question of time when the two documents came into their respective holders' hands. We have not to deal with two documents of equal degree, where perhaps other questions might arise. Against this simple application of the law, the defendant, who is the holder of the godown warrant, alleges that the plaintiff's assignors, the Hongkong and Shanghai Bank, who were the original holders of the B/L, were guilty of negligence in not giving notice to the godown company of their title, and that the consequence of this was that the defendant made advances on the godown warrant which he would not otherwise have done. In order that this plea should be substantiated some duty must be shown which the bank has neglected to perform. If there is such a duty it would have involved the consequence that the bank should first ascertain the names of the godown company with whom the tin was deposited before the due date of the B/L which the bank had purchased with the document attached, and before they knew it would not be used. There is no authority for the proposition; and I cannot, apart from this authority, hold that such a duty lies on the holder of the B/L. It would make the ordinary business which a bank does in respect of advances on documented bills impossible. That, like every other form of business in connection with negotiable instruments, must proceed on the assumption of bona fides. The business of a godown company however proceeds it is said on the assumption that the depositor is the lawful owner of the goods deposited, and treats him as such, engaging to fulfil his instructions as to the person to whose order they are to be delivered, as if the depositor were the true owner and therefore entitled to give such instructions. The business could not be carried on in any other way, for it would be impossible for the godown company to investigate the title of depositors of goods. It therefore does more than treat a depositor as the owner; it does not make him the legal owner, nor invest his instructions as to delivery with any more legality than they inherently possess. If therefore I consider the case irrespective of the preponderance of title of the holder of the B/L and apply the doctrine which the law has devised for determining the question of right as between two innocent persons which the fraud of a third party had intervened, I think the plaintiff would be entitled to succeed. That doctrine as stated by an American judge and adopted by the H.L. in the recent case of *Farquharson v. King* (1192 A.L.J. at p. 332) is "when one of two innocent persons must suffer from the fraud of a third, he shall suffer who, by his indirection, has enabled the third person to commit the fraud." In so far as the Hongkong and Shanghai Bank is concerned there has been no indirection, for they acted in accordance with the regular custom of banking; but in so far as the defendant, the Hong Yui Bank, is concerned I cannot imagine any more indirection than that advancing money on a godown warrant without being satisfied that the person to whom the advance is made is the legal owner of the goods or not. From this point of view therefore the Hongkong and Shanghai Bank nor against the assignee from them of the B/L.

The fraud of Hang Seng Cheong was not the depositing of the tin in the godown, which, quite irrespective of his instructions, he was entitled to do as agent of the ship, the B/L not having come to hand, but in obtaining an advance on the tin and giving the godown warrant to the Hong Yui Bank.

I now look at the case from the point of view of the independent title of the parties respectively.

Again on the simple facts of the case, the defendant could not succeed, for his title is derived from a person who had no right to give him the document on which he claims. *Farquharson v. King* is the latest example of the application of the doctrine that he who has no title can give none, except in market. In that case the person who disposed of the goods to the claimant was a thief. Here I have little doubt that what Hang Seng Cheong did amounted in law to larceny by a bailee; but whether it be or not the doctrine applied to a title pretended to be given by a bailee who has not in fact the right to give. What it was said there was something special in relation of the shipowners to the bailee, who was the ship's agent, which would entitle the defendant to avoid the application of the doctrine and that he was put in such a position by the shipowner himself as to make him commit this fraud which in fact he did. I do not think this is a question of estoppel but merely this, whether the plaintiff's claim can be strengthened by the fact that the shipowner has conducted his business in such a way as to have contributed to or brought about the fraud. I think that this argument is sufficiently shadowed forth in the pleadings to justify my considering it. The case here has an extraordinary resemblance to the facts in *Farquharson v. King*; but the point was examined from the point of view of the destructive rather than the constructive side of the case. It was proved in order to show that the principal had "enabled" his agent to commit the fraud, and that he could not recover the goods but non-constat that in every case in which one claimant cannot recover the other can; for his title may also be defective. I agree however that there are certain variances in facts which perhaps differentiate this case from the facts in *Farquharson v. King*; and I therefore must deal with the constructive side of the defendant's case which, based on *Swiss v. Francis* (L.R. 3 App. Cas. 106), was said that the agent having acted within the scope of the authority given to him by the shipowner thus perfected the defendant's title, and cured it of the defect which I have already dealt with, that it depended on the fraud of a bailee. We get here to another category of cases altogether of which *Barwick v. English Joint Stock Bank* (L.R. 2 Ex 255) is the leading. In such cases it may be said, as it was said here, that the master had not authorized the act. It is true that he had not authorized this particular act, but he had put his agent in his place to do that share of acts, and he must be answerable for the manner in which that agent has conducted himself in doing the business which it was the act of the master to place him in. This is the principle laid down by *Willis, J.* Does this apply to the present case? As I have already said this fraud was not the depositing of the tin in the godown, that Hang Seng Cheong was entitled to do, quite apart from any special instructions; even though the deposit was made as if he was the true owner, which in fact he was not, and giving the godown warrant to Hang Yui Bank obtaining an advance from them on it and having the addition made to the warrant that the goods were to be delivered to the order of the Hong Yui Bank. It was within the scope of his authority to deposit the goods; it was not within the scope of his authority to raise money on them, or to sanction their delivery to anyone else than the holder of the B/L. In order to give the Hong Yui Bank a good title on the principle I am now considering it would have to be differently stated: thus the principal has put the agent in his place and this has enabled the agent to do things which he was not authorized to do; to do things entirely beyond the scope of his authority, which had no connection whatever with his actual authority; and in doing them to commit a fraud. It must be considered that there is a dividing line in determining the liability of the principal for the acts of his agent between those that are within the scope of his authority, and those which are not; it must on the other hand be admitted that though fraud is not per se within the scope of the agent's authority, yet in some cases the principal is liable for the fraud of his agent. I think the true line of demarcation in the case of liability for fraud is to be found by enquiring whether the act itself, or of which the fraud springs, is within the scope of the authority; if it is then if it is done with fraud the principal is liable, yet if it is not then the principal is not liable. Here the ship's agent's authority ceased when he had deposited the tin in the godown. The subsequent act of obtaining money on the godown warrant and giving fraudulent instructions as to the order for delivery of the goods was beyond his authority and therefore the shipowner is not liable, and therefore the shipowner is not liable. Putting the matter more concisely, the principal is not liable because he has put the agent in such a position that he can commit fraud, but because he has authorized him to do certain acts which he has done fraudulently. On this ground therefore I think the defendant's case fails.

How can the plaintiff succeed? Again on the simple facts of the case the plaintiff being consignee of the bank's rights which the B/L would entitle to succeed. But there are some peculiarities connected with this consignment which required to be carefully examined, as the stress of the defendant's attack was put upon them. The plaintiff was the owner of the ship in which the tin came to Hongkong, and he became assignee from the Hongkong and Shanghai Bank under the following circumstances:—

The action was instituted by the Hongkong and Shanghai Bank as holders of the B/L against the shipowner for breach of contract in not delivering the goods to the bank under the B/L; the damages being the amount for which the B/L was purchased. The shipowner thereupon agreed to pay the bank the amount claimed on the bank on its side agreeing to assign the shipowner all its rights under the B/L. This agreement was carried out and the shipowner, the present plaintiff, became assignee of the B/L. On this statement of facts an exceedingly ingenious argument was framed. Whatever might be the rights under ordinary circumstances of an assignee of the B/L to these B/Ls, this assignee had none because in any action on the B/L he would have to rely on his own wrong, his failure as shipowner to deliver the tin. It seems to me probable that under any circumstances it is possible to imagine an action brought by the shipowner against the consignee of the cargo he would be entitled to reply "you cannot sue me for you yourself are in default in respect of the non-delivery of the tin." But certainly supposing this hypothetical action be brought against Hang Seng Cheong, he could not succeed, for that would be setting up his fraud; and the complete answer to him would be "it was through your own fraud that I did not deliver the goods." And Hang Seng Cheong's assignee can be in no better position than Hang Seng Cheong.

But the argument can be disposed of on a broader ground. There is nothing in this assignment which makes it invalid, though perhaps it may be ineffectual as against certain parties to the original transaction. To hold that the Hong Yui Bank can set up the shipowner's default for not delivering the goods to the holder of the B/L would be to hold that the assignment by the holder of the B/L to the shipowner in default was altogether bad—which I cannot do.

I therefore think that the plaintiff in this issue is entitled to the relief as claimed with costs, which include all costs which have been reserved.

MARINE COURT.

Friday, November 16th.

STRANDING OF THE "KINSHAN".
A marine court of inquiry was held at the Harbour Office respecting the circumstances connected with the stranding of the British steamship *Kinshan*. The Court was composed of Lieut. C. W. Beckwith, R.N., (President), Lieut. H. C. R. Boucher, R.N., H.M.S. *King Alfred*, Captain E. Beatham, master of the s.s. *Empress of India* and Captain J. F. H. Park, s.s. *Adana*.

The letter from Captain Lossius of the *Kinshan* calling for an inquiry was read, and the warrant of the Governor constituting the court.

The President stated that in this case there were three points to be satisfied themselves on. Firstly, was the master justified in anchoring at Pillar Point? Secondly, when he found his ship drifting eastward, did the master take the ordinary precautions a seaman to save the cargo, lives and his vessel? Thirdly, if the ship had her anchors down and all chain out, and her engines going full speed or half, did the court consider from his experience she had a reasonable chance of going aground?

Captain Lossius, master of the s.s. *Kinshan*, stated that his ship left the wharf at 8.30 on the morning of September 18th. It was blowing pretty hard from the northwest at the time, and the harbour was full of small craft running for shelter from which they found great difficulty in getting clear. They ran across to a water-logged cargo boat in the middle of the channel and picked off a crew of 13. In due time they arrived at Capsicum Pass. The wind had shifted by then to west north west and the squalls of rain and wind increased. A little off the East Brothers Island the wind shifted back to north, the sea was running very high, so witness decided to anchor off Pillar Point. This was between 10 and 10.15 a.m. The port anchor was run out and gave 50 fathoms to the water's edge. There were 427 Chinese passengers on board and four Europeans, while the crew, Chinese and European, numbered 100. When the vessel left her wharf her draft was 8 foot 3 inches and 7 foot 6 inches forward. The black drum, indicating a typhoon east of the Colony, was hoisted at the Harbour Office at 8.23 a.m. The *Kinshan* carried two bow anchors, the weight of one of which was about 25 cwt. and of the other 19 cwt. Ninety fathoms of chain was supplied to each anchor. They got through the Capsicum Pass about 9.15 a.m., and passed the East Brothers about ten minutes to ten. The wind was then about west-north-west, and about ten minutes later shifted to north. The wind was north when he anchored off Pillar Point. The vessel had only got her chain out when the wind backed to west again. She then fell off broadside on to the beach. Witness tried to get her head to wind with his engines. He got on his chain to try to bring her head to wind to stop her rolling. She then commenced to drag. He could see at intervals between the squalls. The ship drifted with 30 fathoms of chain to her anchor broadside on to the wind, head to starboard. He could not say what time it was when he was off the Brothers, but when he got clear of them the wind shifted to south-west. Witness managed, by working his engines, to get her stern to the wind. At five minutes past eleven she took the beach. He saw the whole of the Brothers, and passed very close to them. The wind was then blowing at hurricane force. When witness passed the Brothers the wind was south west and blowing southerly, so he tried to get inside to the eastward. From the time they passed the Brothers until the ship took the ground would be about 20 minutes. After passing the north point of the East Brothers witness did not give the ship both anchors and chains because he thought she would have foundered had he done so. He had had previous experience in a typhoon when a ship was dragging and had been ten years in the river trade.

By Captain Beatham—What did you hope to do by having your anchor on the ground with 30 fathoms of chain paid out?—To keep her from rolling.

Why did you not let go the other anchors when off the Brothers?—Because I was afraid of foundering the ship.

When you left Hongkong did you think you were going to be caught by a typhoon?—I did not; but thought I would get strong gales as my glass was still high.

When you got to Capsicum, did you think you were justified in going to Pillar Point to anchor?—Yes, because the wind had shifted to north.

Supposing you had slipped your anchor could you have steamed up?—Yes, if I had known the typhoon was going to be so short-lived. I think I could have kept her going.

By Captain Parks—How much chain had you on when you took the beach?—About 30 fathoms.

Why did you not give her all the chain?—Because I wanted to get inside the Brothers. By Lieutenant Boucher—When she got beam on to the sea was she absolutely unmanageable?—Almost so.

Chief Officer Smith said the wind was blowing very hard from the westward when the *Kinshan* left her wharf. On the way to the central channel they stopped to take the crew off a cargo boat. After that witness was employed in getting everything secured. Before they passed the Brothers the captain told him he did not intend to pass them, but to anchor in Castle Peak Bay. Witness then went forward, having received orders from the captain that when he let go the port anchor he was to give the ship 45 fathoms of chain well outside. By this time the wind was blowing very hard and was accompanied by blinding squalls. It was nearly ahead. The port anchor was let go, but there was so much strain on the cable that witness had to ease away to nearly 60 fathoms before he dared put on the brakes. The vessel then appeared to swing with her head to the South West, still keeping a big strain on the chain. Witness thought they anchored on a muddy bottom. After anchoring he knew the ship was dragging by the jump on the chain. Awaiting orders and standbys were blown away and broken. About 20 minutes after anchoring witness received an order from the Captain through the second officer to leave in at once on the port chain. Just then the vessel began to roll heavily, but after considerable difficulty he managed to leave in about 35 fathoms of chain. About a quarter of an hour after this he saw what he took to be the North point of the East Brothers very close to the ship on the port bow. After passing the Brothers the second officer went forward again with the Captain's order to witness to let the anchor drag, and not try to leave on it. Shortly after that the vessel took the ground. The wind was then south west, and blowing with hurricane force. Witness had been in the river trade about four years, and had previously been in a typhoon.

By Lieut. Boucher—Have you any idea why you were told to stop heaving in?—No.

Supposing you had weighed your anchor, do you think it would have been possible to get the ship under control?—I am unable to say.

If you had both anchors down and all your chain out, do you think you could have steamed the ship?—She would still have dragged.

When further evidence had been adduced the Court found.—That the s.s. *Kinshan* left Hongkong on September 18th at 8.30 a.m. bound for Canton with a general cargo, 427 passengers and 100 crew. The ship was well found and powered. The typhoon drum was hoisted at the appointed place indicating that there was a typhoon eastward of the Colony within 240 miles. That on reaching the Capsicum Pass the wind backed to W.N.W. The captain's original intention was to anchor south east of the East Brothers, but he proceeded to Pillar Point instead. This, in the opinion of the Court, was an error of judgment on the part of the master, who most certainly ought to have taken no risks and anchored south east of the East Brothers. That, from the evidence carefully gone into, when the master found his ship dragging with 30 fathoms of chain out, and the ship nearly stranding on the north point of the East Brothers, he considered it was clearly the duty of the master then to let go both anchors and all his cable. This, in the opinion of the Court, would have held the ship and prevented her stranding. That owing to the abnormal conditions under which the master was navigating, with regard to the hurricane force of the wind and blinding rain squalls, the Court considered that a severe censure be passed on the master for allowing his ship to strand with an anchor at low and another on a short stay.

HONGKONG'S NEW G. O. C.

The appointment of Brigadier-General R. G. Broadwood, C.B., from the Orange River Colony, to the South China command, seems to have attracted more attention than is usually given to the local post.

The idea seems to be that such a good man will be thrown away at Hongkong, which of course we cannot admit for an instant. The suggestion that as a cavalryman he will be out of place is a far-fetched one. His excellent cavalry work in Egypt and South Africa promises a few useful hints for the Happy Valley Hussars; and his gifts that way are unlikely to have rusted by the time they may be wanted again elsewhere. It is a pure compliment to suggest that he cannot do as good work in other details of the service. Major-General Broadwood, as he must now be called, will find that his promotion does not entail exile in insupportable surroundings.

We append an extract relating to his career: The gallant Brigadier is an ex-officer of the 12th Royal Lancers, in which he passed his regimental service from 1881 till 1893. He has filled various important staff appointments, and he has had the advantage of having seen a good deal of active service in four campaigns. Whilst attached to the Egyptian Army he went through the Longola Expedition, 1896 (mentioned in despatches), the Tigris Expedition, 1897, the battles of Adana and Khartoum (mentioned twice in despatches), two campaigns, and British medal (brevet colonel); and in the South African war he was commended with conspicuous success the 2nd South African Light Horse, and also served on the Staff (mentioned five times in despatches, A.D.C. to the Sovereign, Queen's medal with six clasps, King's medal with two clasps). He also took over command in O.R.C. in May, 1904.

We reported that Japan is negotiating a treaty with Russia for the purpose of establishing an overland service of mails which will bring Tokyo within seventeen days of London. No official information with regard to this scheme had been received at St. Martin's Island, but the news was not discredited. A formal treaty between Russia and Japan will possibly result in the service being expedited.

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POLICE COURT.

Friday, November 16th.

BEFORE MR. F. A. HAZELAND (FIRST
POLICE MAGISTRATE).

STEALING A BICYCLE.

The second case in which seaman Preston, who sailing ship Chapman, was charged with the larceny of a bicycle from Western Street, was concluded.

The captain of the vessel informed His Worship that he did not expect to leave Hongkong before the latter end of December, and Mr. Hazeland sentenced the defendant to one month's imprisonment with hard labour.

BEFORE MR. C. D. MELBOURNE (SECOND
POLICE MAGISTRATE).

REFUSING HERE.

Inspector McHardy charged two chair coolies from the Peak with refusing to accept hire. After hearing the evidence His Worship found the defendants guilty, fined each 50 cents, and threatened exposure in the stocks to future offenders.

RUSHING PASSENGERS.

Nine pairs of chair coolies were charged with rushing passengers at Blake Pier. They denied the charge, but, on the evidence, His Worship found them guilty and fined each pair \$2.

DISORDERLY RICHIA COOLIES.

Fourteen richia coolies were charged with obstructing the Macao steamer's wharf at West Point.

Sergeant Stanton told His Worship he had driven the defendants away from in front of the wharf gate several times, but they would persist in returning and barricading the passage of access. There were over 1,000 passengers landed from the steamer and the presence of the richias caused an obstruction.

His Worship imposed a fine of \$2 on each defendant.

CHINA AND THE POWERS.

THE NEED FOR REFORM OF THE FOREIGN OFFICE.

A Peking despatch to the *Times*, dated October 10th, says:—Tuan-fang, the Viceroy-elect of Sinking, expresses his belief that the chief of the foreign office, long expected to be replaced by a more energetic and progressive administrator, will not be issued before six months, as the delegates of the six principal Powers, who must report on the provincial needs, have not yet reached Peking.

In the meantime, the conference on the Constitution continues and are still eagerly discussed outside. All indications point to a sharp division between the party of moderate progress represented by the Viceroy Yuan Shih-kai and the conservative elder statesmen, many of whom are Manchus, whose prerogatives are threatened. The situation is full of interest because of the position of the Viceroy Yuan Shih-kai, who controls the only effective army and who, wielding a power rarely obtained by a Chinese official, has for the first time in history entrusted many of the most lucrative and responsible posts in the metropolitan provinces to Cantonese educated abroad, while every high provincial authority who owes his position to the influence of Yuan Shih-kai has a Cantonese attached to his staff. In view of the remarkable changes in the position of the Viceroy Yuan Shih-kai's power, to what extent will the national activities of his fellow-provincials in Singapore, America, Japan, and elsewhere abroad, whose avowed policy is the expulsion of the Manchus and the exclusion of foreign influence.

While these important conferences are continuing, and while the outspoken Press is clamouring for every conceivable reform from compulsory education, the establishment of a Parliament, and the abolition of racial distinctions to the suppression of domestic slavery and eunuchs and even to the alteration of dress, no attempt is being made to improve the condition of the Wai-wu-pu, the Chinese Foreign Office. Broadly speaking, every internal change called for by the Press is in the right direction, but the methods are crude and the achievement so far is inconsiderable. Most satisfactory is the continued extension of Western education, for ignorance is the chief danger in China. Greater knowledge must bring greater security for the foreigner and a greater demand for foreign things. Thus every Power is willing to assist the spread of education, yet every Power is confronted with the difficulty of dealing with China in the present condition of the Wai-wu-pu. The removal of Prince Ching from the post of president is a pressing necessity. The Prince never attends the office, but, dwelling on a higher plane, grants rare audiences to foreign Ministers at his private residence, ignores despatches, and is absorbed in amassing wealth.

All effective work is left to Tang Shao-yi, whose policy is the simple one of stonewalling and thwarting all foreign proposals and ignoring all foreign protests, with the inevitable result of arraying all the Powers in opposition. Unquestionably such a policy is extending his popularity among his countrymen, and a similar policy is being followed by his fellow-Cantonese, Liang Heng-tung, in Mukden, where he is the chief adviser of the Tartar general. Yet a policy of this kind pursued in Korea when

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THE BABY

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Tang Shao-yi was the right-hand man of Yuan Shih-kai before the war between China and Japan contributed to the extinction of Chinese power in the peninsula.

The Chinese failure to fulfil the stipulation of the protocol regarding the Foreign Office is most regrettable. By Article XII. of the protocol, China in her own interests undertook to reform the department for foreign affairs but the net change has been the alteration of the name Tsung-li-Yamen to Wai-wu-pu and the reshaping of the table at which the Ministers sit and which was formerly round and is now rectangular. Especially the protocol provided that the Ministers at the Foreign Office should devote themselves exclusively to their duties; yet Tang Shao-yi has a dozen other posts, any one of which would effectively tax a capacity greater than his. While the country is calling for improvement this unwillingness to improve its foreign relations compels all the foreign Powers to continue to be sceptical of the possibility of China's reforming herself from within. If Prince Ching is forced to retire, his successor, who must be an Imperial Prince, will most probably be Duke Tai-tai, the chief of the recent mission to Europe.

WEATHER REPORT.

On the 16th at 11.55 a.m.—The barometer has fallen rapidly over Japan, and risen slightly to moderately elsewhere.

The typhoon exists still as an ordinary depression to the East of the Loochoos. Owing to the disappearance of the high pressure recently covering E. Japan, it will probably now move away to the N.E.

A second depression is moving into the Pacific to the N.E. of Japan.

Pressure is again high over N. China. Fresh to strong monsoon may be expected over the Formosa Channel and the China Sea, 1 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood { N. winds, moderate; fair.
Formosa Channel { N.E. winds, fresh to strong.
South coast of China between { N.E. winds, fresh to strong.
Hongkong and Loochoos { fresh.
South coast of China between { S.W. winds, fresh to strong.
Hongkong and Hainan { S.W. winds, fresh to strong.

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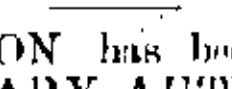
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PUBLIC AUCTION.

M. R. GEORGE P. LAMBERT has instructions to sell by Public Auction, On MONDAY, the 26th November, 1906, at 12 o'clock, Noon, at his Office in Duddell Street, IN ONE LOT THE VALUABLE LEASEHOLD PROPERTY

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The total area of the above Property is 8,388 square feet.
The total Gross Rent is \$19.12.
Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, Messrs. DEACON, LOCKER & DEACON, 1, Des Voeux Road, Central, and from the Auctioneer.

Hongkong, 16th November, 1906. [2111]



HARBOUR MASTERS DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

On SATURDAY, the 17th November—
From Saiwan, in an Easterly direction, at ranges up to 10,000 yards, commencing at 10 a.m. and finishing at 12 Noon.

On TUESDAY, the 20th November—
From Lyman S. D., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 7 p.m. and finishing at 9 p.m.

On THURSDAY, the 22nd November—
From Devils Peak, towards Waglan, at ranges up to 14,000 yards, commencing at 10 a.m. and finishing at 2 p.m.

On FRIDAY, the 23rd November—
From Lyman S. D., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 3 p.m. and finishing at 5 p.m.

On MONDAY, the 26th November—
From Devils Peak, towards Waglan, at ranges up to 10,000 yards, commencing at 10 a.m. and finishing at 1 p.m.

On TUESDAY, the 27th November—
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 8 p.m. and finishing at 9 p.m.

On WEDNESDAY, the 28th November—
From Devils Peak and Lyman S. D., towards Waglan and Entrance to Junk Bay, at ranges up to 10,000 yards, commencing at 10 a.m. and finishing at 1 p.m.

On FRIDAY, the 30th November—
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9 p.m. and finishing at 1 p.m.

On TUESDAY, the 4th December—
From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 6 p.m. and finishing at 9 p.m.

On WEDNESDAY, the 5th December—
From Lyman S. D., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 6 p.m. and finishing at 9 p.m.

On THURSDAY, the 6th December—
From Lyman S. D. and Devils Peak, towards Entrance to Junk Bay and Waglan, at ranges up to 6,000 yards, commencing at 10 a.m. and finishing at 1 p.m.

On TUESDAY, the 11th December—
From Bolcher F. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9 p.m. and finishing at 12 Noon.

On WEDNESDAY, the 12th December—
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9 p.m. and finishing at 12 Noon.

On THURSDAY, the 13th December—
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 2 p.m. and finishing at 5 p.m.

On FRIDAY, the 14th December—
From Bolcher F. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9 a.m. and finishing at 12 Noon.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All Ships, Junks and other vessels are to keep clear of the ranges.

CHARLES WILLIAM BECKWITH, Lieut. R.N., Harbour Master, &c.
Hongkong, 15th November, 1906. [2112]

NEW ADVERTISEMENTS

FRENCH TERRITORY OF KWONG CHOW WAN.

TENDERS for the FARM during 5 or 8 years of RAW AND PREPARED OPIUM imported or prepared on the Spot will be received at MATCHES (Kwong-Chow-Wan) up to December 8th, 1906. All details and conditions will be given by the FRENCH CONSULATE, Hongkong, any day between 10 a.m. and 1 p.m.
By Order.

GASTON LIEBERT,
Consul for France,
Hongkong, 17th November, 1906. [2109]

COMPAGNIE DES CHARGEURS REUNIS.

FROM ANTWERP, DUNKIRK AND SINGAPORE.

THE Steamship "AMIRAL EXELMANS" Captain Gens, due in Hongkong on about MONDAY, the 19th November, from the above Ports, will be despatched on or about WEDNESDAY, the 21st November, for SHANGHAI, KOBE, YOKOHAMA, HONOLULU, SAN FRANCISCO, CALIFORNIA, ARICA, IQUIQUE, BUENOS AIRES.

Will also take Cargo for Acajutla, La Libertad, La Union, Corinto, Accommodation for First-class Passengers for SHANGHAI, KOBE AND YOKOHAMA only. For Freight and Passage, please apply to G. DE CHAMPEAUX, Agent.
(Messageries Maritimes Co.)
Hongkong, 16th November, 1906. [2113]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 5 p.m., the 17th inst., will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 15th November, 1906. [2115]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship "DEVANHA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., via S. Maderia, From Persian Gulf, &c. via S. N. & B. & P. S. N. Co.'s Steamers.
Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 16th November, 1906. [1]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains—
Epitome of the Week's News.
Leading Articles—
News.
Railways and Politics.
Theory and Practice in China and Overseas.
Modern China.
The Teat Commissions China.
Missionary Squabbles in China.
Hongkong Sanitary Board.
Inquest re W. K. Craig, Deceased.
Annual Licensing Sessions.
H. E. Chon Fu.
How Arrears of Crown Rent are Collected.
Serious Stabbing Affray.
Supreme Court.
Murder at Kowloon.
Another Suicide.
Kuhang (Amoy) Municipal Council.
Fires in Hongkong.
Caution Notes.
Manias.
Companies—
The Dairy Farm Co., Ltd.
International Cotton Manufacturing, Ltd.
The Fenchow Lighter and Cargo Boat Co.'s Auction.
Claim for Professional Services.
Correspondence.
Foreigners Attacked at Woosung.
Chinese Riots at Singapore.
The Sikh Trouble at Shanghai.
Japanese Shipbuilding Triumph.
British Interests at Nanchang.
Remodelling of the Grand Council.
Commercial.
Shipping.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or 51 Cash for three copies.

A. S. WATSON & CO., LIMITED.

REDUCTION IN PRICES.

WE BEG TO NOTIFY our Customers and the Public generally that large REDUCTIONS have been made in our Prices to adjust them to the Rate of Exchange now ruling. These reductions will come into force on the 15th November, 1906, and the discount of 5% hitherto allowed will cease as from that date.

A. S. WATSON & Co., Ltd.,
HONGKONG DISPENSARY,
Established A.D. 1841.
Hongkong, 16th November, 1906. [2074]

NOTICES OF FIRMS

NOTICE.

WE have Established Ourselves To-day under the Firm Name **ULDERUP & SCHLUTER**, Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS.
T. P. ULDERUP, C. SCHLUTER.
Office 1 & 2, Beaconsfield Arcade,
Hongkong, 15th October, 1906. [1919]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership under the firm name of H. S. HOLMES & Co., Importers and Exporters at No. 35, Queen's Road Central, Hongkong, heretofore subsisting between H. S. HOLMES and LIM & HUNT has This Day been dissolved as from the 18th day of October, 1906, and that from and after that date all liabilities incurred by the remaining Partner, Mr. H. S. HOLMES, will be for his own account, and will not concern the old firm. By mutual consent, Mr. H. S. HOLMES is at liberty to do business under the old firm or in his own individual name, as he may think most advisable.
LIM & HUNT.
Hongkong, 8th November, 1906. [2065]

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 164,000 for SIXTY SHARES numbered 4537 (394 inclusive), Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 30th November, 1906, New Certificates for the said Shares will be issued, and the old certificates will thereafter be held by the Company as Null and Void.
THOS. I. ROSE, Secretary.
Hongkong, 31st October, 1906. [2067]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE SHARE CERTIFICATE No. 4680 for TWENTY-FIVE SHARES numbered 164,000 for SIXTY SHARES standing in the Register in the name of BEN JAMIN ROBER BRANCH of Hongkong, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company before the 31st December, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 3rd November, 1906. [2068]

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August, 1906. [1585]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at current rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. [29]

NOTRU BRITISH AND MORGAN TILE INSURANCE COMPANY.

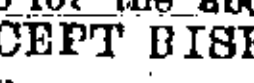
TOTAL FUNDS at 31st DECEMBER, 1905 £17,887,119.

AUTHORISED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, £2,750,000
PAID-UP CAPITAL, £287,500 " 0
FIRE FUNDS, £3,384,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & Co., Agents.
Hongkong, 11th July, 1906. [1349]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTEL, BROCKELMANN & Co., Agents.
Hongkong, 21st April, 1897. [311]



HARBOUR MASTERS DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

On SATURDAY, the 17th November—
From Saiwan, in an Easterly direction, at ranges up to 10,000 yards, commencing at 10 a.m. and finishing at 12 Noon.

On TUESDAY, the 20th November—
From Lyman S. D., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 7 p.m. and finishing at 9 p.m.

On THURSDAY, the 22nd November—
From Devils Peak, towards Waglan, at ranges up to 14,000 yards, commencing at 10 a.m. and finishing at 2 p.m.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

CHARLES WILLIAM BECKWITH, Lieut. R.N., Harbour Master, &c.
Hongkong, 12th November, 1906. [2091]

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.
Apply by letter to—
B. E.,
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. [2089]

AUCTIONS

PUBLIC AUCTION.

AT the SALES ROOM of the Undersigned No. 8A, Queen's Road Central, TO-DAY (SATURDAY), the 17th November, at 2.30 p.m.,
DRAPERY GOODS,
Comprising—CASHMERE and SERGE SUIT-LENGTHS, FLANNELS, FLANNELLETS, ALPACAS, FANCY DRESS STUFFS, SILKS, MUSLINS, COTTON CHECKS, VELVETRENS, VESTS, DRAWERS, NECKTIES, SOCKS, RIBBONS, EMBROIDERIES, PURSES, HATS, PINS, etc.
Also
A lot of MISCELLANEOUS GOODS.
TERMS—As usual.
C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.
Hongkong, 15th November, 1906. [2097]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 17th November, 1906, at 2.30 p.m., at his SALES ROOMS, Duddell Street, VALUABLE AND HANDSOME HOUSEHOLD FURNITURE, Comprising—
SILK TAPESTRY COVERED DRAWING ROOM SUITES and EASY CHAIRS, LACE CURTAINS, CHIPPENDALES, EXTENSION DINING TABLES, DOUBLE and SINGLE WARDROBES with BEVELLED MIRRORS, TOILET TABLES, WASHSTANDS, DINNER WAGGONS, CROCKERY WARE, FINE COOKING RANGE, &c., &c.
Also
4 COTTAGE PIANOS.
An Assortment of ELECTRO WARE.
On view from Friday, the 16th November. Catalogues will be issued.
TERMS—Cash on delivery.
GEO. P. LAMBERT, Auctioneer.
Hongkong, 15th November, 1906. [2096]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR to Sell by Public Auction, For Account of the Estate of the late J. W. HUGHES, TO-DAY (SATURDAY), the 17th November, 1906, at 2.30 p.m., at College Chambers, Room No. 9, Wyndham Street, SUNDRY HOUSEHOLD FURNITURE. (Particulars from Catalogue).
TERMS—As usual.
HUGHES & HUGHES, Government Auctioneers.
Hongkong, 16th November, 1906. [2101]

FOR SALE

FOR SALE.

3 WOODEN LIGHTERS,
Length - - - 80' 0"
Breadth - - - 24' 0"
Depth - - - 9' 6"
Capacity - - - 320 tons.
Complete for delivery within 5 weeks from this date.
Plan, Specification and Particulars from C. E. WARREN & Co., 30, Des Voeux Road, Central, and HOO CHEONG WO & Co., 81 & 82, Connaught Road, Central.
Hongkong, 6th November, 1906. [2049]

FOR SALE OR HIRE.

STEAM LAUNCH 14 Tons Registered 82 feet long, in Very Good Condition.
Apply to—
CARLOWITZ & Co.
Hongkong, 2nd November, 1906. [2027]

FOR SALE, CHEAP.

ONE Set TRIPLE EXPANSION ENGINES with Shafting and Propeller Complete, in Good Order and Condition. Cylinders 23", 37" and 60" Stroke, 3 ft. 3 ins. Builders: MUIR and HENDERSON, Glasgow. For full Particulars and Price, apply to—
WILKS & JACK, Consulting Engineers, Victoria Buildings, Hongkong.
Hongkong, 26th October, 1906. [1975]

FOR SALE.

AN EMPIRE TYPEWRITER, Second Hand. Inquiries to be addressed to—
TYPEWRITER,
Care of "Daily Press" Office.
Hongkong, 9th November, 1906. [2069]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS.

FROM 1874 to 1904.
Price 32 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods.
W. FARLANE, Manager.
Hongkong, 18th November, 1901. [47]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PEI YEA EAST. Approximate AREA 43,000 SQUARE FEET. 38 YEARS' LEASE. For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [153]

TO LET

TO LET.

With Possession on the 1st January, 1907.
A NINE-ROOMED HOUSE with Office and Godown, on the British Consession. (Shameen—Canton).
Apply to—
Care of "Daily Press" Office.
Canton, 3rd November, 1906. [2037]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date, suitable for Office. Anyone disposed to offer for the same please apply to—
C. H. GRACE, Secretary.
Hongkong, 24th May, 1906. [1156]

TO LET.

Nº. 13, GAGE STREET, 8-Roomed House, with a Godown.
Apply to—
E. A. & C. P. DE CARVALHO, 14, Arbutnot Road.
Hongkong, 18th June, 1906. [1270]

TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st August, 1906. [179]

TO LET.

ONE GODOWN at East Point close to the Water suitable for the storage of any Cargo.
Floor Area 6,100 square feet.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 16th October, 1906. [1922]

TO LET.

(EITHER IN WHOLE OR IN PART).
"THE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.
Apply to—
E. M. HAZELAND, No. 35, Queen's Road Central, or to WING-ON, Contractor, No. 34, D'Aguiar Street.
Hongkong, 19th July, 1906. [1436]

TO LET.

"DURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental.
Apply to—
SPANISH PROCURATION.
Hongkong, 11th October, 1906. [1892]

TO LET.

"BROCKHURST," PEAK.
"GLENWOOD," CAINE ROAD, suitable for a Boarding House or Club.
Nº. 3, CAMERON VILLAS, PEAK.
Nº. 2 & 7, DES VUEX VILLAS, PEAK.
Nº. 4, CONDUIT ROAD.
Nº. 3, ARBUTHNOT ROAD.
Nº. 73, WYNDHAM STREET.
BEACONSFIELD ARCADE, Fine Shops Offices and Dwelling Rooms.
Nº. 35, QUEEN'S ROAD CENTRAL, Top Floor (over Goldbeck MacGregor).
Nº. 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor, (over Achel).
BELLILIOS TERRACE HOUSES, ROBINSON ROAD.
Apply to—
LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.
Hongkong, 2nd November, 1906. [2023]

TO LET—AT KOWLOON.

Nº. 3, LYEEMOON VILLAS, A Five-Roomed House with joint use of Tennis Court. Possession from 15th November next.
Apply to—
"LYEEMOON," Care of "Daily Press" Office.
Hongkong, 17th October, 1906. [1927]

TO LET ON LEASE.

FROM 1st JANUARY, 1907.
NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.
Apply to—
ARRATON V. APCAR & CO., 45, Wyndham Street.
Hongkong, 24th October, 1906. [1967]

TO LET.

Nº. 52, CAINE ROAD.
A New House in KENNEDY ROAD, near Wan Chai.
Nº. 18, McDONNELL ROAD, "TANG YUEN."
Apply to—
SAM WANG CO., LTD., 81, Queen's Road Central.
Hongkong, 13th November, 1906. [2037]

TO LET.

2ND FLOOR No. 12, Queen's Road Central.
SEMI-DETACHED BUNGALOW (Sir C. P. Chater's), Robinson Road, Kowloon.
Apply to—
LEIGH & ORANGE, 1, Des Voeux Road.
Hongkong, 1st June, 1906. [501]

TO LET.

"IRANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached.
Apply to—
ARRATON V. APCAR & CO., 45, Wyndham Street.
Hongkong, 14th July, 1906. [1414]

TO LET.

Nº. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT, Nippon Yusei Kaisha.
Hongkong, 3rd June, 1905. [80]

TO LET.

Nº. 6, MACDONNELL ROAD, from 1st January, 1907, Six Rooms, Servants' Quarter and Garden, Nice Location.
Apply to—
K. MATSUDA, York Building.
Hongkong, 12th November, 1906. [2078]

TO LET

TO LET.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON, &c., VIA UNAL PORTS	DELTA	Noon, 17th November	See Special of Call
SHANGHAI	DEVANHA	About 17th November	Freight and Passage.
LONDON and ANTWERP	CEYLON	About 21st November	Freight and Passage.
COLOMBO, PORT SAID and MARSEILLES	(Capt. G. W. Babot, R.N.R.)		
SHANGHAI and JAPAN	(NAMUR)	About 25th November	Freight and Passage.
	(Capt. H. W. Kenrick, R.N.R.)		

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 17th November, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, TIENTSIN, WEIHAWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 17th November.
NINGPO and SHANGHAI	"KANSE"	On 20th November.
CEBU and ILOILO	"SUNGKIANG"	On 24th November.
SHANGHAI	"PAOTING"	On 24th November.
SHANGHAI	"SHAWING"	On 24th November.
MANILA	"TAMING"	On 24th November.
SHANGHAI	"YOHOW"	On 24th November.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KIUKIANG"	On 26th November.
YOKOHAMA and KOBÉ	"CHANGSHA"	On 13th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 17th November, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSIU VIA SWATOW AND AMOY	"JOSHIN MARU"	TUESDAY, 20th Nov., at DAYLIGHT.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU"	TUESDAY, 20th Nov., at DAYLIGHT.
SWATOW, AMOY AND POOCHOW	"QUARTA"	WEDNESDAY, 21st Nov., at DAYLIGHT.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th November, 1906.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£31 First and £42 Second Saloon,
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

11889

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ROON	WEDNESDAY 19th November
BUELOW	WEDNESDAY 19th November
PRINZ REGENT LUITPOLD	WEDNESDAY 19th November
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PRINZESS ALICE	WEDNESDAY 27th February
PRINZ LUDWIG	WEDNESDAY 13th March
ZIETEN	WEDNESDAY 27th March
PRINZ REGENT LUITPOLD	WEDNESDAY 10th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 24th April
	WEDNESDAY 8th May

ON WEDNESDAY, the 21st day of NOVEMBER, 1906, at Noon, the Steamship "ROON," Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th Nov. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 20th Nov. and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 20th Nov.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Union can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA and GIBRALTAR return 251 0 0 142 0 0 122 0 0

TO SOUTHAMPTON, LONDON, BREMEN return 91 0 0 63 0 0 33 0 0

TO HAMBURG return 65 0 0 41 0 0 21 0 0

TO NEW YORK VIA SUEZ return 115 0 0 79 0 0 41 0 0

VIA NAPLES, GENOA OR GIBRALTAR return 115 0 0 79 0 0 41 0 0

VIA BREMEN OR SOUTHAMPTON return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S.N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERMEDIATION OF THE VOYAGE IN INDIA: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 11th Dec.
SANDAKAN	TUESDAY, 11th Dec.
MANILA	TUESDAY, 5th Feb.

ON TUESDAY, the 11th DECEMBER, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mails, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO MANILA return 251 0 0 142 0 0 122 0 0

TO NEW GUINEA return 251 0 0 142 0 0 122 0 0

TO BRISBANE return 251 0 0 142 0 0 122 0 0

TO SYDNEY return 251 0 0 142 0 0 122 0 0

TO MELBOURNE return 251 0 0 142 0 0 122 0 0

TO YOKOHAMA return 251 0 0 142 0 0 122 0 0

TO KOBÉ return 251 0 0 142 0 0 122 0 0

TO YOKOHAMA and back from KOBÉ return 251 0 0 142 0 0 122 0 0

TO HONGKONG return 251 0 0 142 0 0 122 0 0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0

TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD ... Wednesday, 21st Nov.

KOBÉ & YOKOHAMA, PRINZ EITEL FRIEDRICH ... Wednesday, 5th Dec.

SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH ... Wednesday, 5th Dec.

KOBÉ & YOKOHAMA, PRINZ EITEL FRIEDRICH ... Wednesday, 5th Dec.

YOKOHAMA and KOBÉ, "SANDAKAN" ... Wednesday, 19th Dec.

Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co., T.K.K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

1st Class 2nd Class 3rd Class

To London via Plymouth or Southampton 232 0 0 132 0 0 65 0 0

To Bremen 232 0 0 132 0 0 65 0 0

To Paris via Cherbourg 232 0 0 132 0 0 65 0 0

To Naples, Genoa via Gibraltair 232 0 0 132 0 0 65 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CHL. POLACK

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON HINZEL

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

For PARTICULARS, APPLY TO

MELCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

11905

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	Tons	THURSDAY, 22nd Nov.	10th Dec.
"ATHENIAN"	3,882	"	WEDNESDAY, 28th Nov.	22nd Dec.
"EMPERESS OF JAPAN"	6,000	"	THURSDAY, 28th Dec.	7th Jan.
"MONTEAGLE"	6,163	"	WEDNESDAY, 28th Dec.	18th Jan.
"EMPERESS OF CHINA"	6,000	"	THURSDAY, 17th Jan.	4th Feb.
"TARTAR"	4,425	"	WEDNESDAY, 23rd Jan.	16th Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 28 days from HONGKONG.

Hongkong to London, 1st Class, £200; via St. Lawrence £20; via New York £22.

Intermediate on Steamers £40, "and 1st Class Railways" £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the War Office, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

Corner Polder Street and Praya opposite Delta Pier.

BOVRIL

is guaranteed the product of the finest Ox Beef.

A small quantity of Bovril, added to Soups, Curries, Stews, &c., increases their nutritive value and improves their flavour.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBÉ.

THE Company's Steamship

"FRANZ FERDINAND."

Capt. Matovich, will leave for the above places on TUESDAY, the 20th inst.

For Freight or Passage, apply to

SANDEK, WIELER & Co., Agents.

Princes Building, Hongkong, 13th November, 1906.

[3]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

Will be despatched for the above Ports on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 17th November, 1906.

[2106]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, A.D.E.N., E.G.Y.P.T., MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TONKIN,"

Captain Charbonnel, will be despatched for MARSEILLES, on TUESDAY, the 27th November, at 1 p.m.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "ERNEST SIMONS" ... 11th Dec.

S.S. "POLYNESIE" ... 25th Dec.

S.S. "CALEDONIE" ... 8th Jan.

S.S. "SALAZIE" ... 22nd Jan.

S.S. "OCEANIE" ... 5th Feb.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th November, 1906.

[2]

THE NORTHERN STEAMSHIP CO., LTD., OF ST. PETERSBURG.

FOR ODESSA (Direct).

THE Company's Steamship

"OTTO BERG,"

will be despatched for the above Port on or about the 3rd December.

For Freight & Further Particulars, apply to

BRADLEY & Co., Agents.

Hongkong, 16th November, 1906.

[2103]

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports of SOUTH AFRICA, in connection with the CHINA STRAITS NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1898.

11556

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS

CUTLER, PALMER & Co., LONDON.

AGENTS

SIEMSEN & CO.,

HONGKONG. [408]

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The First, Largest, Best, and most Practical Journal for the Textile Industry. Published Weekly. Original

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lands, of products, or other busi-
ness, transmit their inquiries to them.
Shipping orders are attended to by
export.

WHITEHALL STREET, LONDON. TELEGRAMS:

